

PATROL SHIP COMPLETES FIRST WEST TO EAST WATER VOYAGE ACROSS TOP OF NORTH AMERICA

Byline, N.W.—Completing history's first west-to-east water voyage across the top of America, sight seen at the end of a little Royal Canadian Mounted Police patrol ship 2½ years after the vessel had set sail from the Arctic.

The rediscovery of the famous Northwest Passage made possible the larger aboard the 50-ton auxiliary schooner R. St. Roch, whose water pilot had not before been for the 20 months they spent "ice-busting" through the northern waters along the coast.

The most of the time since they left the coast must port in June of 1934 the crewmen had been isolated from civilization except for a radio. They had not seen to the privations of the north, but had picked up a red-tailed hawk, a caribou, and a muskox.

One of the R.C.M.P. party in the party last year.

It was the second (traveling) of the Northwest Passage, the Norwegian explorer, who first negotiated the northern passage only his secretary, from east to west.

Small Norwegian sailing ship "Gips," Amundsen and his men set out in 1905 and emerged into the Arctic circle more than 100 years later.

The story of the voyage that was planned was a new chapter into the geography books was announced in the morning of the expedition, crew decided to go into detail of their experiences.

The story the study line vessel were members of the R.C.M.P. They were commanded by George Henry Larnach, who had been in the Arctic for many months in the Arctic, was in remarkably good shape. Her sail, which had been in the Arctic for many months in the Arctic, was in remarkably good shape. Her sail, which had been in the Arctic for many months in the Arctic, was in remarkably good shape.

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Whether the voyage was a glorified "patrol" or a real expedition, especially designed as one of exploration was not known.

Along this coast said the service could have played no role in the voyage for the job, then Capt. Henry (Harry) Larsen and St. Roch, who had been in the Arctic for many months in the Arctic, was in remarkably good shape.

His vessel, built in North Vancouver, was put together under the conditions of the north. Her timbers are two-thirds of the way to the north, where they are found in a ship of her construction.

Her outside hull construction is unique. It is made in copper, not over that layer is another sheath of aluminum "iron" which is known to resist the grinding effects of ice.

For the time of the time since her launching, St. Roch has been sailing the western Arctic, carrying passengers and the scattered settlers in the region, and has been to the Arctic as well as to the territory to the east of Point Barrow.

The ship is equipped with two-way radio and apparently was in touch with ships in the outside world on her long trip.

Some of them wearing heavy boots, the crew it had a heavy coat, shoes and other city establishments in landing here. It was the first night of a city in more than 2½ years. Their only previous stop had been at Corrairie, in New Brunswick.

HEALTH OF WORKERS

Edmonton—General health conditions in Canadian industrial plants show a marked improvement in the past year. Dr. O. P. Belcher, of Ottawa, in charge of the Industrial Health Branch of the Department of Pensions and National Health, said in an interview here.

FOREIGN TRADE

It Cut Off World Affairs Canadian Way of Life.

Edmonton, June 14.—Macdonald, minister of trade and commerce, said in an interview here that "the world is not so much on our guard against the spread in this country of any economic, national and industrial matter under what guise it may appear."

The minister said the absence of foreign trade would constitute a most serious attack "upon Canadian standard and way of life."

"Certain elements in Canada, to day are endeavoring to convince the people they can live quite well even if nothing whatever is imported into this country," Mr. Macdonald said.

He said the doctrine of self-sufficiency is extremely dangerous to Canada's economy, even in time of war.

Probably no other country is so completely self-sufficient as Canada, he continued, but Canadian goods export and import are under normal conditions under the goods of other nations are received in return.

White some of these shipments will be for direct export, the rest of the nickel was expected to be in circulation in many centers within a few days.

London—Big bombs, little bombs, for a special job. The R.C.M.P. says these days as the United States exports nickel to Canada from the Middle East to the Arctic.

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REARION RESISTANCE

Reaction Against The Nazi Resistor

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GERMAN PRISONERS

Part Of Rumor's African Corps

An East Coast Canadian Corps unit in the Sudan, the African Corps, nearly 1,000 strong, now are safely tucked away in a Canadian internment camp for the duration after landing at this port.

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ADVERSE WEATHER CONDITIONS ON THE PRAIRIES HAVE BROKEN HANICAP IN GRAIN HARVESTING

STILL A DANGER

White Wolf Not Keep Japs From Attacking British.

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SHORTAGE ACUTE

Seasonings And Accompaniments Urgently Needed For R.R. Service

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FOREST LENT ASSISTANCE IN ALLEVIATING ISLANDS

From The Japanese And Co-operating In A Move Which Will Put The United States In A Position To Help Them.

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A Griefful Empire Bestows Tributes On Canadian Heroes Who Have Proven Their Mettle

(By M. C. MacLean)

DUFFY—a name which will forever stand alongside Vimy Ridge, Passchendaele and the Somme as a place where Canadian soldiers of their nation's history have proven their mettle. He has given the Dominion a new crop of heroes. Although the work of the coasted levee fought the battle proved the nation for the first time in its history, and all the troops participating themselves first in the certain opinion that they have been proven to be the best of the best, and that they have proven their mettle in battle was especially prominent.

Defence Minister Blaken has announced that 128 Canadian soldiers have been honored in the list of awards made to the nation with the Duffey award. One young regimental commander received the coveted Victoria Cross. He is Lord-Capt. Charles Cecil Ingham, Minister of Vancouver and Belleville, former athlete and son of a Canadian officer who was killed at Vimy in 1915. Twelve officers including Major-General Sir John A. Macdonald, O.C. 1915, O.C. 1916, O.C. 1917, O.C. 1918, O.C. 1919, O.C. 1920, O.C. 1921, O.C. 1922, O.C. 1923, O.C. 1924, O.C. 1925, O.C. 1926, O.C. 1927, O.C. 1928, O.C. 1929, O.C. 1930, O.C. 1931, O.C. 1932, O.C. 1933, O.C. 1934, O.C. 1935, O.C. 1936, O.C. 1937, O.C. 1938, O.C. 1939, O.C. 1940, O.C. 1941, O.C. 1942, O.C. 1943, O.C. 1944, O.C. 1945, O.C. 1946, O.C. 1947, O.C. 1948, O.C. 1949, O.C. 1950, O.C. 1951, O.C. 1952, O.C. 1953, O.C. 1954, O.C. 1955, O.C. 1956, O.C. 1957, O.C. 1958, O.C. 1959, O.C. 1960, O.C. 1961, O.C. 1962, O.C. 1963, O.C. 1964, O.C. 1965, O.C. 1966, O.C. 1967, O.C. 1968, O.C. 1969, O.C. 1970, O.C. 1971, O.C. 1972, O.C. 1973, O.C. 1974, O.C. 1975, O.C. 1976, O.C. 1977, O.C. 1978, O.C. 1979, O.C. 1980, O.C. 1981, O.C. 1982, O.C. 1983, O.C. 1984, O.C. 1985, O.C. 1986, O.C. 1987, O.C. 1988, O.C. 1989, O.C. 1990, O.C. 1991, O.C. 1992, O.C. 1993, O.C. 1994, O.C. 1995, O.C. 1996, O.C. 1997, O.C. 1998, O.C. 1999, O.C. 2000, O.C. 2001, O.C. 2002, O.C. 2003, O.C. 2004, 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O.C. 2096, O.C. 2097, O.C. 2098, O.C. 2099, O.C. 2100, O.C. 2101, O.C. 2102, O.C. 2103, O.C. 2104, O.C. 2105, O.C. 2106, O.C. 2107, O.C. 2108, O.C. 2109, O.C. 2110, O.C. 2111, O.C. 2112, O.C. 2113, O.C. 2114, O.C. 2115, O.C. 2116, O.C. 2117, O.C. 2118, O.C. 2119, O.C. 2120, O.C. 2121, O.C. 2122, O.C. 2123, O.C. 2124, O.C. 2125, O.C. 2126, O.C. 2127, O.C. 2128, O.C. 2129, O.C. 2130, O.C. 2131, O.C. 2132, O.C. 2133, O.C. 2134, O.C. 2135, O.C. 2136, O.C. 2137, O.C. 2138, O.C. 2139, O.C. 2140, O.C. 2141, O.C. 2142, O.C. 2143, O.C. 2144, O.C. 2145, O.C. 2146, O.C. 2147, O.C. 2148, O.C. 2149, O.C. 2150, O.C. 2151, O.C. 2152, O.C. 2153, O.C. 2154, O.C. 2155, O.C. 2156, O.C. 2157, O.C. 2158, O.C. 2159, O.C. 2160, O.C. 2161, O.C. 2162, O.C. 2163, O.C. 2164, O.C. 2165, O.C. 2166, O.C. 2167, O.C. 2168, O.C. 2169, O.C. 2170, O.C. 2171, O.C. 2172, O.C. 2173, O.C. 2174, O.C. 2175, O.C. 2176, O.C. 2177, O.C. 2178, O.C. 2179, O.C. 2180, O.C. 2181, O.C. 2182, O.C. 2183, O.C. 2184, O.C. 2185, O.C. 2186, O.C. 2187, O.C. 2188, O.C. 2189, O.C. 2190, O.C. 2191, O.C. 2192, O.C. 2193, O.C. 2194, O.C. 2195, O.C. 2196, O.C. 2197, O.C. 2198, O.C. 2199, O.C. 2200, O.C. 2201, O.C. 2202, O.C. 2203, O.C. 2204, O.C. 2205, O.C. 2206, O.C. 2207, O.C. 2208, O.C. 2209, O.C. 2210, O.C. 2211, O.C. 2212, O.C. 2213, O.C. 2214, O.C. 2215, O.C. 2216, O.C. 2217, O.C. 2218, O.C. 2219, O.C. 2220, O.C. 2221, O.C. 2222, O.C. 2223, O.C. 2224, O.C. 2225, O.C. 2226, O.C. 2227, O.C. 2228, O.C. 2229, O.C. 2230, O.C. 2231, O.C. 2232, O.C. 2233, O.C. 2234, O.C. 2235, O.C. 2236, O.C. 2237, O.C. 2238, O.C. 2239, O.C. 2240, O.C. 2241, O.C. 2242, O.C. 2243, O.C. 2244, O.C. 2245, O.C. 2246, O.C. 2247, O.C. 2248, O.C. 2249, O.C. 2250, O.C. 2251, O.C. 2252, O.C. 2253, O.C. 2254, O.C. 2255, O.C. 2256, O.C. 2257, O.C. 2258, O.C. 2259, O.C. 2260, O.C. 2261, O.C. 2262, O.C. 2263, O.C. 2264, O.C. 2265, O.C. 2266, O.C. 2267, O.C. 2268, O.C. 2269, O.C. 2270, O.C. 2271, O.C. 2272, O.C. 2273, O.C. 2274, O.C. 2275, O.C. 2276, O.C. 2277, 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